



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLI
COMMISSIONER

May 13, 2003
Subject: Palmyra, Newport, Plymouth, Etna, and
Carmel
Project No. IM-95-1211(800)E
PIN 12118.00
Bid Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to your Bid Package.

- 1) Add the attached two pages dated March 4, 2003 entitled Special Provision "401 Hot Mix Asphalt Centerline Joint Density."
- 2) Add the attached two pages dated 1/24/03 entitled "Interstate Shoulder Widening I-95."
- 3) Please add the following to the General Notes.
 - a) Cleaning of the pavement following rental work will be considered incidental to the rental items. Cleaning will be done daily and to the satisfaction of the Resident prior to the Contractor leaving the Project for the day.
- 4) Please add the following to the Construction Notes.
 - a) Under item 606.1721 Bridge transition type 1, only two granite transition curbs are required at the station 2983 +12 Rt. and 2982+96 Lt.

Make these changes in pen and ink.

Consider these changes prior to submitting your bid on May 21, 2003.

Sincerely,

Bruce R. Carter
Contracts Engineer



PRINTED ON RECYCLED PAPER

SPECIAL PROVISION
401 HOT MIX ASPHALT CENTERLINE JOINT DENSITY

401.30 Description The Department will measure centerline joint pavement density using core samples tested according to AASHTO T-166. The Department will randomly determine core locations. The Contractor shall cut 6 in [150 mm] diameter cores at no additional cost to the Department by the end of the working day following the day the pavement is placed, and immediately give them to the Department. The cores will be placed in a transport container provided by the Department and transported by the Contractor to the designated MDOT Lab as directed by the Department. Pre-testing of the cores will not be allowed. At the time of sampling, the Contractor and the Department shall mutually determine if a core is damaged. If it is determined that the core(s) is damaged, the Contractor shall cut new core(s) at the same offset and within 3 ft [1 m] of the initial sample. At the time the core is cut, the Contractor and the Department will mutually determine if saw cutting of the core is needed, and will mark the core at the point where sawing is needed. The core may be saw cut by the Contractor in the Department's presence onsite, or in an MDOT Lab by The Department, without disturbing the layer being tested to remove lower layers of Hot Mix Asphalt Pavement, gravel, or RAP. No recuts are allowed at a test location after the core has been tested. A minimum of five centerline joint cores will be obtained for each lot. Upon conclusion of each lot, density results shall be examined for statistical outliers as stated in Section 106.7.2.

401.31 Acceptance This method utilizes Quality Level Analysis and pay factor specifications as described in Section 106. For Hot Mix Asphalt Pavement designated for acceptance under Quality Assurance provisions, the Department will sample once per subplot on a statistically random basis, test, and evaluate in accordance with the following Acceptance Criteria:

TABLE 1: ACCEPTANCE CRITERIA

PROPERTIES	POINT OF SAMPLING	LOT SIZE	SUBLOT SIZE	TEST METHOD
%TMD (Centerline Joint)	Completed centerline joint	5000 ft* [1520 m]	1000 ft [300 m]	AASHTO T269

* Lot size will not exceed 7500 ft [2280 m]. Projects longer than 7500 ft [2280 m] will be divided into two or more lots. Partial lots will be included in the previous lot if equal to or less than one-half the size of a normal lot. If greater than one-half the normal lot size, it will be tested as a separate lot.

The Department will determine a pay factor using acceptance limits from Table 2.

TABLE 2: METHOD A DENSITY ACCEPTANCE LIMITS

	LSL
Percent of Maximum Theoretical Density*	91.0

* The Theoretical Maximum Density will be determined from the average of the nearest acceptance cores on either side of the Centerline Joint Core from each adjacent mat.

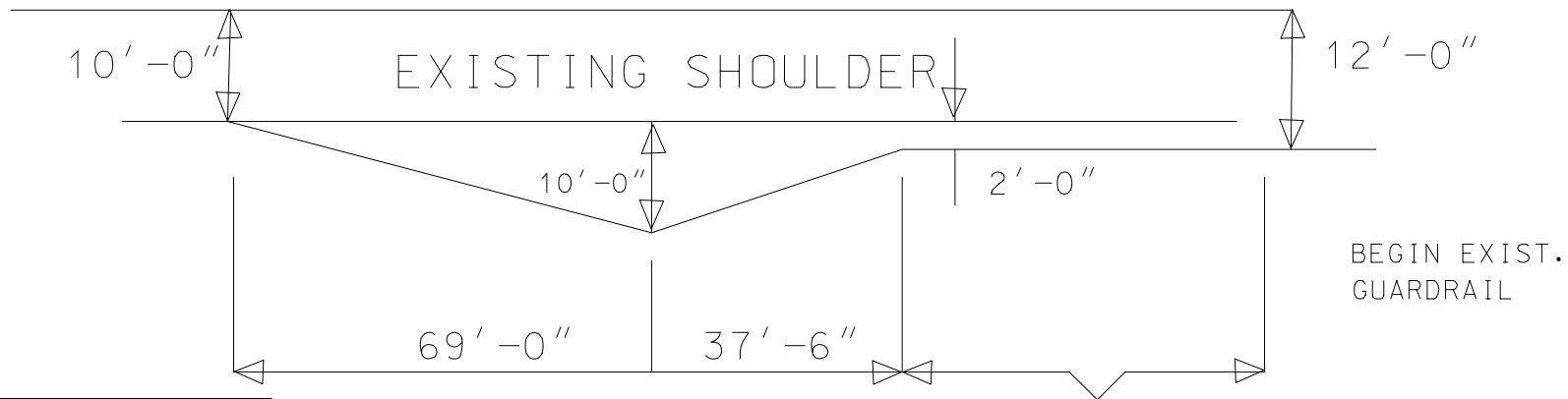
The Department will calculate the price adjustment for Centerline Joint Density as follows:

$$\text{Where} \quad \text{PA} = (\text{joint density PF} - 1.0)(Q)(P) \times 0.40$$
$$\text{[Mg]} \quad \text{PA} = \text{Price Adjustment}$$
$$\quad \quad \text{Q} = \text{Quantity of traveled way pavement represented by PF in ton}$$
$$\quad \quad \text{P} = \text{Contract price per ton [Mg]}$$
$$\quad \quad \text{PF} = \text{Pay Factor}$$

The maximum pay factor for Centerline Joint Density shall be 1.02.

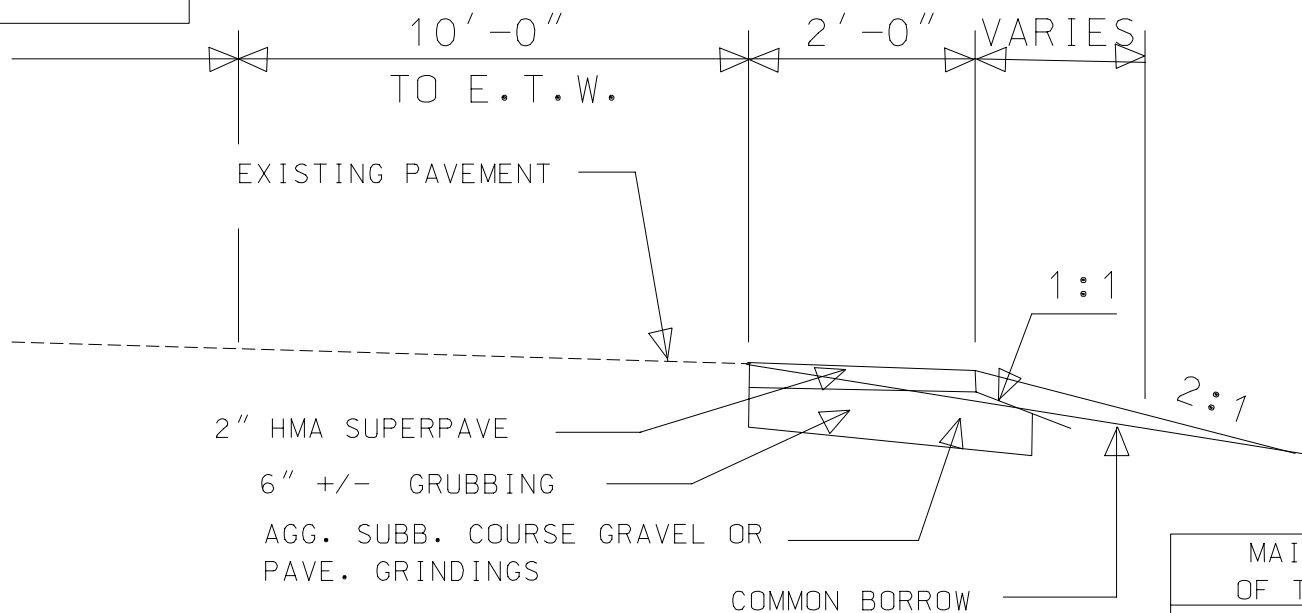
Negative pay factors will not be enforced in 2003.

10'-0" TO 12'-0"



THE SLOPE AT THE TIP
OF THE GUARDRAIL
WIDENING SHALL BE 3:1

USED WITH EXISTING PAVEMENT ON SHOULDER

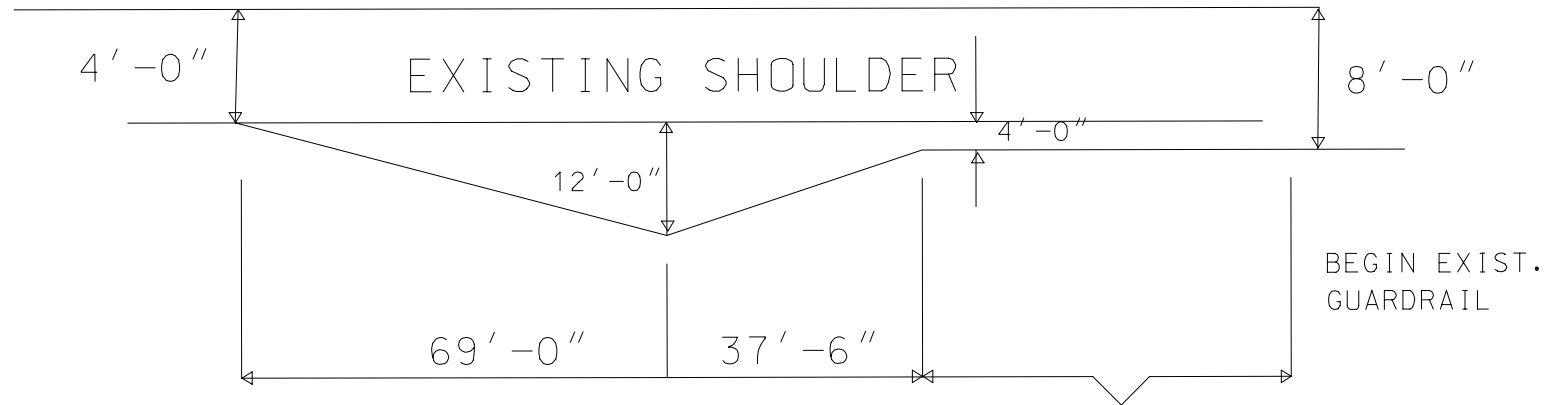


WIDEN SHLD.1
1/24/03

MAINE DEPARTMENT
OF TRANSPORTATION
INTERSTATE
SHOULDER WIDENING
I-95

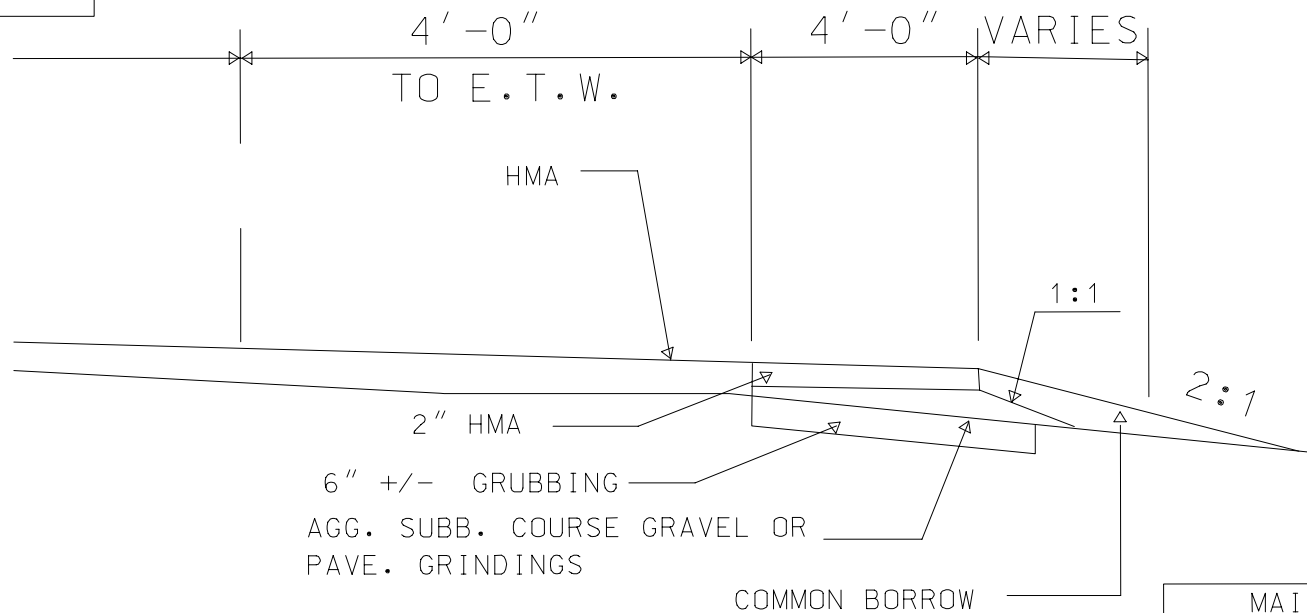
ITEM 205.51 WIDENING OF EXISTING SHOULDER 1

4'-0" TO 8'-0"



THE SLOPE AT THE TIP
OF THE GUARDRAIL
WIDENING SHALL BE 3:1

USED WHEN OVERLAYING SHOULDER



WIDEN SHLD. 2
1/24/03

MAINE DEPARTMENT
OF TRANSPORTATION
INTERSTATE
SHOULDER WIDENING
I-95

ITEM 205.51 WIDENING OF EXISTING SHOULDER 2